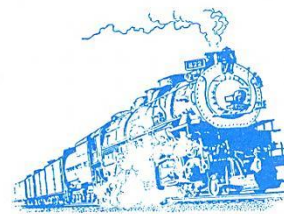


# The Semaphore

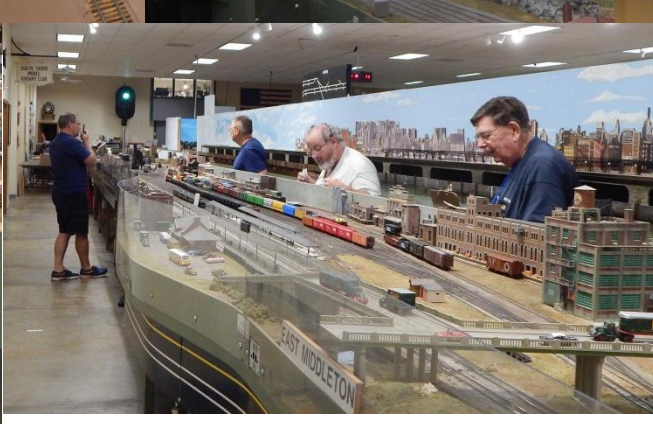
South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**AUGUST 27, 2018 ■■■■■■■■■■ VOLUME 38 ■■■■■■■■■■ NUMBER 8**



**FUN IN THE SUMMER OF 2018**

# The Semaphore

David N. Clinton, Editor-in-Chief



## CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Herald</u> Reporter.....	Jim South
Boston <u>Globe &amp; Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
Amtrak News.....	Rick Sutton
“The Chief’s Corner”.....	Fred Lockhart

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Guest Contributors.....	.. Larry Strumpf, Kevin Linagen

*The Semaphore* is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2018  
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VOLUME 38 ■■■■■ NUMBER 8 ■■■■■ AUGUST 2018

### CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('20)
.....	Bryan Miller ('20)
.....	Roger St. Peter ('19)
.....	Gary Mangelinkx ('19)

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**ON THE COVER:** Scenes from our Pool Party and Official Operations. Photos by Joe Dumas, and Paul Cutler III.



## FORM 19 ORDERS

### AUGUST B.O.D. MEETING

Monday, August 27<sup>th</sup> 8 p.m.

### DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, September 6<sup>th</sup> 8 p.m.

### SEPTEMBER BUSINESS MEETING

Monday, September 10<sup>th</sup> 8 p.m.

### SEPTEMBER NEWSLETTER DEADLINE

Saturday, August 22<sup>nd</sup>

### SEPTEMBER B.O.D.

Monday, September 24<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to **Bill Roach**, on winning the July 50/50 Raffle and to **Barry Doland** for winning this month's.

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This month's puzzle from Al Taylor is a "Crossword"-type. Drawing will be at the **September Business Meeting** and extra copies are on the old display case in the train room. Note: "9 ACROSS" is "Charlston" (the "e" is missing). Make sure you put your name on your entry and good luck!

## CHIEF'S CORNER

Fred Lockhart

Summer has gone by fast this year, at least it seems that way. By the time most of you read this, it will be Labor Day Weekend. A lot of modelers are busy with outside activities and modeling gets put to the side until fall. That said, the club has been making steady progress over the summer. With it being hot and humid outside, the club is a comfortable place to be with the AC. The Scenery Committee is still working in Cedar Hill; ballasting is being done in the arrival/departure yard. Structures and scenery features are under way in the engine terminal. Ballasting of the new Larson Branch and the Coach Yard drill track were done, while the backdrop was out. The icing platform for

Cedar Hill has been built and is ready for painting and lighting. Work has resumed in the West Middleton area in and around the swamp. At the scenery table, several projects are under way. Paul B. is scratch-building a coal trestle for the power plant, that will be serviced from the trolley tracks. Bob F. and Peter are repairing and enhancing a large building flat, that was in Cedar Hill. The Benchwork Committee continues to build out the new staging area. With the multiple levels and tight spaces, there is not a lot of room to vary from the plan, so I have been working closely with them laying out track centerlines, curves and turnout locations to make sure everything is in the correct location. The Trackwork Committee has started to lay the straight sections of the new staging yard and turnouts will start to be installed shortly.



Last week, we had Operations. The DCC system seemed to work well, evidently the gremlins were on vacation, but we did find quite a few turnout problems, mostly in the yards and industrial areas. I don't think all these turnouts broke last week; most likely they have accumulated over the summer. So if you come across a problem, please fill out a repair form that we keep in the electrical closet above the switch that turns on the railroad and put it in my mailbox, so we can repair problems sooner.

That is it for this month, your questions or comments are always welcome.

Fred Lockhart  
Chief Engineer

## SEMAPHORE MEMORIES

### AUGUST 2013 (5 years ago)

- Passenger track leads finished in Cedar Hill
- Richmond Mills area completed.
- Motivepower, division of Wabtec to furnish 14 additional HSP46 locos to the MBTA.
- Fund-raising campaign started called "Fire Up 611!".
- One of Amtrak's new "Cities Sprinter" locos, the ACS-64, comes to New England for testing.
- GE determines to transfer production of locomotives and off-highway vehicles to new facility in Ft. Worth, TX.

- Amtrak unveils P42 locomotive painted to commemorate Veterans. Loco is #42.
- Arkansas & Missouri's all-Alco fleet ends, with delivery of three SD70Aces from EMD.
- *Ethan Allen Express* (NYC-Rutland, VT) first to test "Bring your Bike on Board".
- UP reaches agreement to transfer ownership of Big Boy #4014 from Southern California Chapter of the Railway & Locomotive Historical Society in Pomona, CA, back to the UP, with intention to restore it to service.
- MBTA takes over dispatching from CSX for trackage from Cove Interlocking (Back Bay) to CP45 in Worcester
- Portland Company's property on Portland waterfront sold. Area where Maine Narrow Gauge RR runs.
- Montreal, Maine & Atlantic Railway files for bankruptcy
- Amtrak, NS and State of VA start work to extend passenger service from Lynchburg to Roanoke.
- VIA Rail Canada substitutes bus service on route over Gaspé Peninsula between Matapedia and Gaspé, due to deteriorated track conditions.
- July posted Amtrak's best single-month ridership in the company's history--\$2.9 million passengers.
- First season of MBTA's *Cape Flyer* service extended to Columbus Day weekend, due to popularity.
- Ground-breaking for the new Wachusett Commuter Rail station in West Fitchburg.
- Stan Rydell joins SSMRC.

#### **AUGUST 2008** (10 years ago)

- Conway Scenic RR purchases NYS&W RDC-1, previous owners: New Haven, PC, Amtrak & MetroNorth. Original NH #23 will be restored to the car.
- Amtrak renames Northeast Corridor regional trains "Northeast Regional".
- Chicago Transit Authority tests cars without seats to increase capacity.
- New 500-space parking garage opens next to Worcester Union Station.
- Large dispatching center in old Central Vermont offices in St. Albans, VT, covers 25 railroads across U.S.
- GE celebrates 100<sup>th</sup> anniversary.
- Genesee & Wyoming buys nine short line railroads known as Ohio Central RR System.
- CT approves money to replace old New Haven catenary between New York City and New Haven.

#### **AUGUST 2003** (15 years ago)

- EMD introduces SD70Ace locomotive, with reduced emissions up to 50%.
- Maine Narrow Gauge RR Museum steams ex-Bridgeton & Harrison #7 for first time since 1941.
- Alstom ceases operation at 100-year-old facility in Birmingham, England, leaving Bombardier as only RR equipment manufacturer in the country.
- Five "Evolution" series GE locos testing on U.P. are 16-cylinder, 4400 HP.
- 93-year-old Kinzua Viaduct in western Pennsylvania collapses, finishing operations of the Knox, Kane & Kinzua RR tourist line.

- CSX demands \$30 million from state of MA to improve tracks, in order to expand commuter rail trips to Worcester.
- 133-year-old Belfast & Moosehead Lake RR sold to Railstar Corp. of New York State.

- Morristown & Erie RR in Morristown, NJ, selected to run state-owned trackage out of Brunswick, Maine. New operation to be called "Maine Eastern".

#### **AUGUST 1998** (20 Years Ago)

- Bob England holds first LDC meeting.
- Ex-Conrail rolling stock starts to get new "NYC" and "PRR: reporting marks.
- Guilford purchases Pan Am World Airways.
- Amtrak sells pair of FL9s to Cape Cod RR.
- Conway Scenic RR takes delivery of dome car from Cape Cod RR.
- Canadian National and Illinois Central talk merger.
- MBTA's Newburyport extension opens.
- New Boston Engine Terminal opens.
- Athearn purchases "F-series" tooling/molds from Highliners.
- \$400,000 "Rescue Truck" purchased by MBTA.
- Lockers moved from Weymouth to Building 51.
- Last "Operator" from Weymouth; Jeremy Cahill dispatcher.

#### **AUGUST 1993** (25 Years Ago)

- \$3-million renovation of Mattapan "High Speed Trolley" line; includes rebuilding of trolleys.
- Cape Cod RR acquires second Budd RDC.
- More than 150,000 people tour Swedish X2000 train on display at South Station.
- FRA considering mandating "ditch lights".
- After 13 years, Editor switches word processing from "Wordstar" to "Ami Pro".
- New England Historic Rail considering reopening Edaville.
- Canadian Pacific seeks to abandon 200 miles of track across northern Maine.

#### **AUGUST 1988** (30 Years Ago)

- Peter Palica joins SSMRC.
- Mark Hall proposes use of the "West Division", as part of operations.
- Amtrak places order for 50 "Pullman Standard" coaches, to be built by Bombardier.
- ICC grants 49-mile Guilford's "Connecticut River Line" to Amtrak, after maintenance suit settled in Supreme Court. Amtrak turns track over to Central Vermont Rwy.
- Delaware & Hudson part of Guilford Transportation Industries files for bankruptcy.
- Newfoundland Narrow Gauge Rwy abandonment allowed by Canadian government.
- Cape Cod & Hyannis RR operating trains from Braintree T station to Hyannis.

#### **AUGUST 1983** (35 Years Ago)

- Ron & Dave take MassBay RRE's "Flying Yankee" 2-day trip from Boston to Bangor, ME.
- Steamtown prepares to leave Bellows Falls, VT for Scranton, PA.

- Massachusetts seeks bids for \$25-million project to improve 69 miles of track from Attleboro to Hyannis for the return of passenger service.
- EMD announces successor to its famous 645 engine will be the 710.
- C&NW purchases Rock Island line between Minneapolis and Kansas City.
- Westwood electronics firm "LTX" comes to the SSMRC for photos for their latest brochure.
- John Governor produces leatherette-bound "Rulebook"
- First *Semaphore*-sponsored "Photo Contest".

## DCC & EQUIPMENT TUNE-UP CLINIC

A good turnout in July, with former member **Ross Hall** starting off with his kit-bashed Pennsy "Sharks". In a previous session, he had installed a decoder and this session completed the installation with the headlight, using one of the large Miniaturics 16v bulbs, which fit nicely in the casting.

**Jim Ferris** brought his "White Elephant"-purchased GP38 decorated in the aging New England Central scheme (1995). Atlas did this model in the late '90s in their "Master" series, which was a "dual-mode" system, where you moved a plug on the factory board to choose between DC and DCC. A simple job. His other locomotive was an Athearn "Blue Box" SD40-2 dressed in the handsome CP "Action Red" with white striping. The loco already had a decoder, which needed some "persuasion" to operate correctly, which is one of the reasons for the clinic.

**Will Baker** brought his RDC-1, dressed in MBTA colors, for installation of sound. Fairly simple, using Rapido's "kit", which includes plug-in board and speaker. The cell-phone-type speaker is hard-wired to the two indicated contacts on the top of the board. A fairly simple, though delicate solder job. All worked well, though, and he finished the job by installing Kadee "Whisker" couplers on the ends.

**Paul Cutler III** worked on his friend's ATSF F7 from BLI—one of their "Blue Line" models, that included DC sound, but would not work on DCC. So, a DZ123PS was installed for the DC and then some finagling with the JMRI **programmer** worked, so that he had both DCC and sound.

**Ed Bulman** brought two locos, also. His first was another "dual mode" Atlas (we haven't seen them in

years, yet tonight there were two!) H16-44 painted in New Haven. He changed the plug setting, as Jim had done. His second loco was an Athearn RS3, also in one of the New Haven schemes. The Digitrax DH123D fits nicely in the "tray" under the long hood and plugs right into the 9-pin plug on the Athearn board. Lights are already protected with on-board resistors.

This month, **Dan Peterson** showed up with two of his Atlas RSD4/5 locos with sound. Both were acting up, and he wanted to check over the lubrication and clean them. What he found was that it appeared they had been dropped, as the metal chassis was broken in several places. With nothing damaged on the shell, we all surmised someone had dropped them and they'd landed on the trucks. Dan indicated that he had never dropped them, though they had been on the layout and someone else could have and not admitted it. Since there was no damage to the trucks, just the chassis, we wondered if the metal had gone bad. He wrote to Atlas about the units and they responded: "The frames have contaminated metal which caused the deterioration over time". They told him to return them for repair. Good to know they stand by their products, even this old.

**Jim Ferris** brought an Amtrak F40 by Bachmann, for which he wanted to install a decoder. This model has a "split weight" with the motor in the middle. A definite "hard-wire" job. With some advice from Paul III, he ended up drilling and tapping for 2-56 screws, in order to attach the power wires to the two sides of the weights. This project will continue!

**Joe Dumas** brought a B&M "Doodlebug" by Bachmann Spectrum and installed the DZ123, which plugged into the 8-pin socket provided on the light board. We noticed that the power wires were broken off from the rear truck, breaking the "all-wheel pickup" benefit of this model. After soldering the wires back onto the truck contacts, a much better operation was achieved.

**Paul Agnew** brought an Athearn "Blue Box" C44-9W, dressed in the Santa Fe "Freight Bonnet". This was from the Jack Bryant collection on the W.E. Table. He used the DH123AT, which is special for the older Athearn locos, along with NWSL nickel-silver wheels for superb pickup and operation. This was quite a job, and took all night, so he postponed lighting until the next time.

Our next clinic will be on **Thursday, September 6<sup>th</sup>** and all are welcome. Sign-up sheet on Bulletin Board or just show up! Thanks to Paul III for assisting with the clinic and for preparing the work area ahead of time.



**THE FREIGHT TRAIN** is now on track to stretch up to 3 miles long, with 200 cars or more. And it's being powered, in part, by an unusual energy source: the activist investor. Companies have plenty of reasons to keep adding train cars. Long trains save on fuel and crews, reducing the cost of rail transportation. Longer trains also decrease the volume of trains through communities and improve productivity, said Raquel Espinoza, spokeswoman for Union Pacific Corp. And few trains on the network frees up track space for other traffic. "Railroads thrive on economies of scale," said Christopher Barkan, professor and director of the railroad engineering program at the University of Illinois in Urbana-Champaign, IL. "Longer trains are the most important advance in achieving economies of scale in the past quarter century." (WSJ)

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**CRRC MA**, which is constructing new passenger railcars for the Massachusetts Bay Transportation Authority (MBTA) Orange and Red lines in Boston, recently held a Supplier Diversity and Procurement Fair encompassing more than 40 minority and women owned businesses and approximately 150 corporations. "The purpose of CRRC MA's business fair was to introduce the various companies that comprise the corporation's supply chain to the many capable and diverse businesses in the region," said CRRC MA Vice President Jia Bo. "The strides made to partner with minority and women businesses, and the overall support received from leaders in Massachusetts as we strive to adopt best engagement practices is testament of our mutual commitment to build a strong, diverse supply chain." More than 40 businesses responded to CRRC MA's call to participate in the supplier networking fair, where each business was provided a booth equipped to

showcase their services to corporations and passersby through promotional materials and dialog. Among the services represented were metal fabrication, construction supplies, electronics, rail graphics, recycling, janitorial, and promotional. CRRC MA has awarded contracts to 36 minority and women-owned companies; 32 are Massachusetts based firms, 14 of which are based in Springfield and surrounding areas. For example, CRRC MA has contracted with Titan Roofing, Marguerite Construction (subcontractor to Federal Concrete), New England Promotional Marketing, Greenough Supply and PTS Supply, all of which are Springfield. (RA)

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**PROGRESS RAIL**, a wholly owned subsidiary of Caterpillar Inc. today announced it has been chosen by Canadian Pacific to supply an order of 30 upgraded EMD SD70ACU locomotives — otherwise known as modernized versions of SD90MAC models. Once fully re-manufactured these freight locomotives will primarily serve in heavy haul applications. Progress Rail will modernize the 30 units at its Mayfield, Ky., and Muncie, Ind., locomotive facilities. The fleet will receive all-new traction control systems, and new cabs adhering to the latest crashworthy standards. All major components, including the existing EMD 710 engine, will be re-manufactured for optimal performance and reliability. The upgraded locomotives will be delivered to Canadian Pacific in 2019. (TN)

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**WHAT HAPPENS NOW** is the big question political leaders in Cumberland, MD, are asking after a CSX Transportation train passing through the Maryland town struck several bridges over the railroad right-of-way on June 21. A CSX representative says the





railroad is speaking with city leaders about the bridge's future. According to the Cumberland Times-News, police closed the Fayette Street bridge, which was the last bridge connecting the city and one of the few remaining road routes left for automobiles to cross the tracks. Cumberland's mayor tells the newspaper that the June 21 strike was the second time CSX freight trains have struck bridges in recent months.

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**PLANNING TO RIDE** the *Canadian*? Plan to spend more time on board the train. That's because VIA Rail Canada managers are extending the schedule for the chronically delayed Toronto to Vancouver, British Columbia, passenger train starting July 26 by more than eight hours westbound and five hours eastbound. Beginning with departures from Toronto on July 26 and Vancouver, British Columbia, on July 27, more than eight hours will be added westbound and about five hours eastbound to the Canadian's schedule. In an interview with *Trains News Wire* in Montreal in mid-June, VIA Rail Canada President Yves Desjardins-Sicilliano said the schedule had not been finalized at the time and would not reveal any on-time performance guarantees, if any, that were being worked out. "The issue right now is that CN is heavily investing in infrastructure, so you have the compound effect of huge congestion which will get worse before it gets better because they will be doing work blocks — that's the window we're trying to shorten as much as possible — to have predictable departure and arrival times," he says. That work is contributing to a month-long implementation delay. But Desjardins-Sicilliano is taking a wait-and-see approach as to whether railroad dispatchers can actually keep the Canadian on-time, pointing out, "By the end of the summer, we should know if it is working." That's especially important because of the same-day Toronto equipment turnaround, which was shortened considerably. A major delay factor has been the late arrival of eastbound trains, typically causing the westbound Canadian to depart over 12 hours late the next morning. He estimates delays, refunds, alternate transportation, extra hotel nights for passengers and extra food and beverage costs incurred this year will be \$5 million to \$10 million "even if we get this fixed." (TN)

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**THE MASSACHUSETTS D.O.T.** (MassDOT) announced July 9 five grants totaling more than \$1.8 million as part of the Industrial Rail Access Program (IRAP). The IRAP program aims to

improve rail and freight access, economic opportunity and job growth, officials said. IRAP is a competitive, state-funded public/private partnership program that supplies financial aid to eligible applicants to invest in industry-based rail infrastructure access improvement projects. State funding for the five projects is set to be matched by more than \$2.4 million in private funds. Massachusetts Gov. Charlie Baker said the grants will also help support economic development and job growth throughout the state by providing businesses with enhanced access to rail and freight infrastructure. One of the beneficiaries of this program is the Grafton and Upton Railroad Bulk Liquid Transloading Railyard Expansion Project — Upton: \$133,045. This project will support increased rail volumes to the transloading rail facility in Upton. The project entails the construction of two new tracks that will allow for the delivery and storage of paraffin wax to the Grafton and Upton Railroad. The project, located on-site at the existing facility, is expected to boost annual rail volumes by 250 railcars and cut the regional growth of truck traffic by eliminating about 1,500 truck trips. (RA)

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**AMTRAK'S LAST REMAINING** dome car is again set to run on two routes during the fall foliage season in New England. Great Dome No. 10031, built in 1955 by the Budd Co. for use on Great Northern's *Empire Builder*, will operate on the *Downeaster* (Portland, Maine-Boston) from Aug. 11 and Sept. 23, and on the *Adirondack* (Montreal-New York) from Sept. 27 to Nov. 2. Seats in the full-length dome are available at no extra cost, but are unreserved and available on a first-come, first-served basis. Amtrak encourages passengers to rotate in and out of the dome to allow more people to experience the view. (TN)

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**CHEAP MAINE PASS:** the *Downeaster* is asking tourists traveling to popular Maine destinations to ditch the car and try the train. The *Downeaster* launched the Discover Maine Pass, a multi-trip ticket between six stations in southern Maine. The \$19 Discover Maine Pass is good for 10 one-way trips over a seven-day period for just \$1.90 a ride. The pass covers trips to and from Wells, Saco, Old Orchard Beach, Portland, Freeport and Brunswick. (RN)

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**AMTRAK PLANS TO DOUBLE** its engineering efforts on the Northeast Corridor (NEC) with the purchase of \$370 million of new equipment over a

three-year period. The investment will accelerate maintenance work, which the railroad says will improve the overall experience for those traveling along the NEC. Amtrak is investing in one Harsco made track laying system, two undercutters, five high-speed surfacing machines, heavy lift cranes for New York Penn Station and the necessary freight cars and locomotive power to help sufficiently advance the Northeast Corridor to a state of good repair. (RA)

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“**ATLAS HAS RECEIVED** notification from one of our locomotive and rolling stock suppliers that they have closed their factory. (Please note Atlas track and accessories are NOT affected by this delay.) Atlas is currently working with our network of suppliers to transfer the projects to others for completion. This will cause a delay in some previously ordered products. We apologize for this delay, thank you for your continued support, and will update you with more information as it becomes available.” (Atlas announcement) I’ve also heard that several other companies are also affected, namely: InterMountain, Bowser, Atlas, Fox Valley, Tangent, Trainworxx, Bluford, and Exactrail. (PAC III)

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**AN INDIVIDUAL AT MIT** is suggesting an alternative for South Coast Rail to go by way of Taunton down the center of I-495, connecting with



the Northeast Corridor at Mansfield. The proposed connection would allow freight to be routed on a grade-separated line, which would no longer conflict with the Amtrak and MBTA corridor. A new station would be built at Mansfield, with high-level platforms. A “fly-over” track would be built

connecting over Rte. 140. The r-o-w would support two tracks to Taunton, reducing the single-track bottleneck issues present with the Middleborough and Stoughton routes. A new park-and-ride facility, along I-495 could free up parking lots in downtown Mansfield for transit-oriented development, which could provide thousands of new units of housing and a quick trip from Boston, Providence, Taunton, Fall River and New Bedford. There would not be the environmental impacts, as the route would avoid the Hockomock and Pine Swamps, which are between Taunton and Easton. (Ari Ofsevit of MIT/Transit Matters) Although some of it makes sense, I think it’s “Pie-in-the-sky” -Ed.

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**AN AMENDMENT TO MAINTAIN** service along Amtrak’s Southwest Chief route passed the U.S. Senate on Wednesday as part of the 2018 Transportation, Housing and Urban Development appropriations bill. The appropriations bill passed on a 92-6 vote. The amendment by Sens. Jerry Moran, R-Kan., and Tom Udall, D-N.M., provides \$50 million for maintenance and improvements along the Chief route, and compels Amtrak to fulfill its promise of matching funds for the grant won by Colfax County, Colo., to maintain and upgrade the route. According to a press release from Moran’s office, it also “would effectively reverse” a proposal by Amtrak CEO Richard Anderson to substitute bus service for a large portion of the Chief’s route. “I applaud the bipartisan efforts to keep the Southwest Chief operational for our rural communities,” Moran said in the press release, “and will continue working with Amtrak to make certain this route remains available for the Kansans who need it.” (TN)

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**A STEAM LOCOMOTIVE** from one of Maine’s most obscure two-foot gauge railroads will return to the rails under its own power this summer for the first time since the 1940s. On July 30<sup>th</sup>, the Boothbay Railway Village test fired S.D. Warren 0-4-0T No. 2 following an extensive rebuild. If everything goes according to plan, the locomotive will operate under its own power in the coming weeks, says Executive Director Margaret Hoffman. The locomotive has been under restoration for two years and will eventually run on the museum’s three-quarter-mile loop of track near Boothbay Harbor. The Boothbay Railway Village was established in the 1960s and currently rosters a number of German-built 0-4-0 locomotives. Hoffman says a number of projects need to be



completed before it can run, including installing and painting the cab and the brakes. On Monday, the shop team was using steam from the test fire to bend the wood rafters that will support the roof of the cab. While enthusiasts have heard of Maine's five famous 2-foot gauge common-carrier roads, fewer know about the industrial railroad built to serve the S.D. Warren Paper Mill Company in Westbrook, just west of Portland, Maine. Originally using horse-drawn cars on narrow gauge rails, the paper company purchased three 0-4-0T locomotives in 1895 from the Baldwin Locomotive Works to move materials around the plant. The locomotives were used by the paper mill until the 1940s. (TN)

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**THE DURANGO & SILVERTON** Narrow Gauge Railroad is purchasing two new three-foot gauge diesel locomotives for \$3.2 million from Motive Power & Equipment Solutions in South Carolina. The MP2000NG locomotives will feature 2,000 horsepower CAT engines with General Electric 764 traction motors capable of pulling a loaded, eight-car train along the 45-mile route between Durango and Silverton. Railroad officials expect both locomotives to arrive in Colorado in spring 2019. The announcement the D&SNG had inked a deal for two new diesel locomotives comes weeks after it was revealed the railroad was looking to supplement its current fleet of coal-powered 2-8-2s. Earlier this summer, the D&SNG was shut down for six weeks after a wildfire started near Hermosa, Colo. Although the cause of the fire remains under investigation, witnesses say they believe it started from a spark from one of the coal-fired steam locomotives. Allen C. Harper, co-owner, chairman, and CEO of the railroad says the new diesels will come in handy during summers like this one when it's too dry to run steam. (TN)

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**AMTRAK WANTS YOU TO RUN** a train across the Northeast Corridor with an Xbox controller. British video game company Dovetail Games went to the railroad for help creating the route in their game Train Sim World, available on PC, Xbox One, and PlayStation 4. It's not the track arrangements and lineside scenery that they needed information about — that can all be seen on Google Maps — but rather the inner workings of the locomotives. Amtrak trains in Train Sim World are pulled by Siemens ACS-64 locomotives. To model them correctly, Dovetail developers spent a week at Amtrak facilities in New York and Washington

learning about the locomotives and trains and their operation. They talked with engineers and shot hundreds of photos, then mounted microphones on trains and rode up and down the Northeast Corridor. Amtrak announced the game's release in a statement to media on July 24. Players looking for a challenge can enable positive train control in the form of Amtrak's Advanced Civil Speed Enforcement System and pulse-code cab signal automatic train control, plus an alerter. This adds considerable challenge to the game since any overspeeding will set off a penalty brake application. Locomotive cabs in the game are modeled with near-obsessive detail. Nearly all the modeled switches, buttons, and levers work, although a Dovetail spokesperson said they took some artistic licenses for safety and security reasons. This can mean some tricky troubleshooting for a player who tests the Emergency Fuel Shut Off button of a CSX GP38-2, discovers it works as intended, and must then figure out how to re-start the engine. (TN)

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**JIM SHAUGHNESSY** passed away on August 7<sup>th</sup>. Of all the pioneers who revolutionized railroad photography in the postwar decades, few equal the status of Jim Shaughnessy, one of the deans of the field, especially as measured by his powerful images from the steam-to-diesel era of the 1950s and '60s. Generally considered part of railroad photography's "big three" — the others being Philip R. Hastings and Richard Steinheimer — Shaughnessy was a fearless artist who got in and around railroading as few others did. He was an important figure in the shift away from simple train pictures toward depictions of the entire railroad environment. Shaughnessy was as prodigious as he was creative. His collection includes perhaps 100,000 negatives, with thousands of images published in books and magazines. Numerous prints have made it into fine-art collections. His photos also had 13 appearances on the cover of *Trains*, more than almost any other photographer. (TN)

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**AMTRAK RECENTLY REVEALED** the interiors on its new *Acela Express* fleet, which will redefine the customer experience on Amtrak's premium Northeast Corridor service. The new trains, scheduled to enter service on the NEC in 2021, will provide travelers with world-class accommodations and amenities, along with a smoother and even more comfortable ride. The new *Acela* trainset

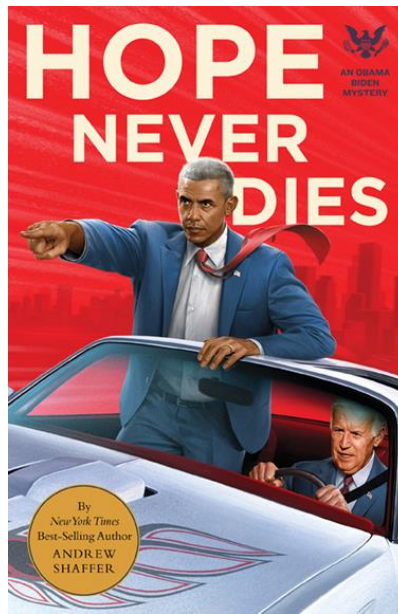
interiors will feature spacious and smooth leather seats, with integrated in-seat lighting and personal electrical outlets and USB ports. Each seat will be equipped with dual tray tables providing customers with a large and small table option. To assist customers as they move throughout the train, handles have been integrated into the seatbacks. Customers will also experience a high-tech onboard information system, with six LED screens in each train car that provide real time information such as location, train speed, and conductor announcements. Other enhancements include Wi-Fi, an advanced seat reservation system that easily distinguishes seat availability, streamlined overhead luggage and spacious Americans with Disabilities Act-compliant restrooms with a 60-inch diameter turning radius. “The next generation of *Acela* trains will set a new standard for rail service in the U.S., providing our customers with a superior travel experience,” said Vice President of Amtrak Northeast Corridor Service Line Caroline Decker. The new trainsets will accommodate 386



passengers, an increase of nearly 30 percent, while preserving the spacious, high-end comfort of the current *Acela Express* service that customers enjoy today. The seats were designed based on feedback from Amtrak customers. The prototype of the new trainsets, in production at Alstom’s manufacturing plant in Hornell, N.Y., will be ready in 2019, with the first train entering service in 2021. All the trainsets are expected to be in service by the end of 2022. In advance of the arrival of the new trainsets and to ensure the ongoing comfort of our customers, Amtrak has invested more than \$4 million in an extensive refresh of the current *Acela Express* train interiors. (TN)

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**A VETERAN AMTRAK CONDUCTOR** is found dead on the tracks, apparently killed by the very *Acela* train that he has worked for years. From initial appearances, Finn Donnelly’s death was a suicide. Or was it? One man’s not buying it: Joe

Biden. Yeah, that Joe Biden, the guy who — before he became vice president — rode the train every day for decades to his job in Washington, D.C., representing the citizens of Delaware in the U.S. Senate. Every railroader between Wilmington, Del., and Washington knows “Amtrak Joe” and he, in turn, knows every conductor, and can probably name their grandkids, too. So what happens when Biden and his old pal, Barack Obama — both finished with public office and trying to reinvent their lives — decide to team up to investigate Donnelly’s death? You get “Hope Never Dies,” which is one part murder mystery, one part thriller and several parts parody and satire.



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**THE EAST-WEST RAIL STUDY** is moving ahead, with the State D.O.T. announcing that they will soon distribute a RFP for consultants to conduct a study of rail service between Boston and Springfield. Palmer has been added as a potential stop on the route through Framingham and Worcester. The study is expected within 18 months. (JR)

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**CUYAHOGA VALLEY SCENIC RAILROAD** today declared success in its first-ever capital campaign with the acquisition of four historic *Zephyr* passenger cars: dome-coach *Silver Lariat*, dome-sleeper-obs *Silver Solarium*, baggage car *Silver Peak*, & sleeper *Silver Rapids*. This addition to the fleet enables CVSR to provide new programming and experiences within Cuyahoga Valley National Park, including 360-degree views in two vista dome cars, and offer a new heritage rail experience that exemplifies the best of transcontinental travel during the 1940s-1960s. “The acquisition of the *Zephyr* railcars was a once-in-a-lifetime opportunity,” said President and CEO Joe Mazur. “We not only are preserving history, but giving hundreds of thousands of people the opportunity to have one more way to travel through and experience Cuyahoga Valley National Park.” The

four-car trainset consists of two vista dome cars, a sleeper car and a baggage car. CVSR already owns the *Silver Bronco*, another vista dome observation car that was part of the original *California Zephyr* trainset. With this acquisition, CVSR becomes one of the nation's few railroads in possession of four cars from the original *California Zephyr* fleet. (TN)

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**EIGHT YEARS** after opening to much fanfare, Nippon Sharyo's passenger rail car manufacturing plant in Rochelle, Ill., is closing and up for sale. The company blamed the closing on its failure to complete a contract to deliver 130 bi-level Amtrak passenger cars for Illinois and California. The company was replaced by Siemens in 2017. "Ultimately, the complexity of the project prevented Nippon Sharyo from successful completion of this project," according to a statement to Trains News Wire. "This result brought significant losses, which severely impaired our financial conditions to the extent that we can no longer build rail cars at the Rochelle factory." (TN) Unfortunate-Ed.

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**CONNECTICUT D.O.T.'S** CTrail Hartford Line trains began allowing bicycles on board beginning Thursday, the 16th. In response to customer requests and outreach by the bicycle advocate community, CTDOT conducted an analysis which determined that bicycles could be



safely stored on board CTrail Hartford Line trains. The new policy allows customers to bring their bicycles on board any CTrail Hartford Line train. The bicycles must be stored in accordance with crew member directions to ensure the safety of customers and train crews. (TN)

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**DURANGO & SILVERTON** Narrow Gauge Railroad officials say they hope to resume regular excursion service on Sept. 17, more than seven weeks after a series of mudslides and washouts forced the popular tourist railroad to shorten its run.

General Manager John Harper tells *Trains News Wire* that repairs to the damaged D&SNG track between Hermosa and Rockwood, Colo., is "proceeding as planned and on schedule." The mudslides that washed out part of the D&SNG main line in southwest Colorado were the latest in a series of natural disasters to impact the narrow gauge railroad. The D&SNG shut down for six weeks starting in June after a massive wildfire began along its tracks, scorching more than 54,000 acres and forcing thousands to flee. Not long after the railroad reopened in July, severe rain storms



caused mudslides in the recently-burned area along the railroad causing "significant" damage to the tracks. Since then, the railroad has been busing passengers from Durango, 17 miles north to the station at Rockwood, where they board trains for the round trip to Silverton. (TN)

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**HYUNDAI ROTEM** will write the final chapter of an unhappy Philadelphia story when it closes its railcar plant later this month. The South Korean company is vacating its 300,000-square-foot factory on Weccacoe Avenue in South Philadelphia where it has been for 10 years. Starting in 2009 Hyundai built 120 Silverliner V EMU commuter cars for SEPTA, and later performed car refurbishments for the agency through 2016. The Silverliners were plagued by faulty welds requiring repairs, leading to operations problems for SEPTA. The facility employed as many as 300 workers, and will close for good at the end of August. China's CRRC Corp. recently won out over Hyundai for a \$137.5 million SEPTA contract to build new bi-level cars. (RA)

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Union Pacific said recently that it will match the \$1 million Utah is spending to celebrate the 150th anniversary of the transcontinental railroad next May 10. "This is going to help us have a party and celebrate like it's 1869," Gov. Gary Herbert said at an event that the Salt Lake Tribune covered. (TN)

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**BRIDGTON & SACO RIVER** flanger No. 40 was relocated to the shops of the Wiscasset, Waterville & Farmington Railway in Alna, Maine, this month. The flanger will be restored to full operation in a partnership between Maine Narrow Gauge Railroad



Co. & Museum and the Wiscasset, Waterville & Farmington Rwy. The arrangement allows for the equipment to be stored indoors and utilized in its intended design.

The flanger's restoration will benefit the WW&F during the long winters in Maine and fulfills the mission statement of the MNG. The flanger will call the WW&F home for the next 5 years and MNG retains full ownership. Partnerships such as these have allowed for unique photo opportunities, networking amongst the two operations, and ultimately continue to stabilize the over 100 year-old narrow gauge railroad fleet. (TN)

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**AUSTRIA'S STATE RAILWAY** believes its trains have plenty of horsepower. So it turned down a man who tried to bring his horse onto a passenger train. The incident happened last week in the Austrian state of Styria, where a man identified only as "Benni" twice tried to bring his horse, Frieda, onto a train. In both cases, conductors refused to depart until the horse was removed. Twitter photos of the incident went viral, and even were retweeted by OBB, the Austrian Federal Railway. OBB guidelines allow for "small, harmless animals" to be transported in containers, as well as dogs on leashes and wearing muzzles. Frieda, however, did not fit either guideline. (TN)

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**THE WAY AMTRAK MEASURES** and allocates its revenues and costs is "catastrophically flawed" and does the American public a disservice, the Rail Passengers Association argues in a white paper released last Thursday. The report calls out Amtrak Performance Tracking, the information technology system used by the national passenger carrier, as having four fatal flaws. Among them is that it reports "fully allocated costs" in a way that inaccurately portrays the economics affecting each part of the system without reporting avoidable costs, as required by statute. It also omits all costs

of capital consumption and uses imprecise or inadequate data, according to the association. "The upshot is that APT exaggerates the cost of operating the national passenger train system, overstates the costs of expanding it, and trivializes the effects of killing it, because it fails to consider the benefits accruing to the communities it serves," the report maintains. "In short, it radically undercuts the ability of Congress and Amtrak to plan wisely." The organization termed as "absurd" practices including allocation of track maintenance costs to routes that do not use the given tracks; allocation of *Acela* equipment maintenance costs to non-*Acela* routes; failure to determine each route's fuel cost; and failure to produce reliable station cost data for stations that Amtrak owns or maintains. The latter includes failing to accurately count commuter rail passengers using Amtrak-owned stations, thus overcharging the Amtrak trains that use them. These practices, the association contends, lead to figures that make the Northeast Corridor system appear less costly than it is, while making the long-distance trains appear more costly than they are. The notion that eliminating long-distance routes would significantly reduce the carrier's subsidy requirement is "simply false. The taxpayer-funded burdens of the Northeast Corridor dwarf those of the rest of the system, where the majority of infrastructure costs are born [sic] by the railroads," the report concludes. APT was created by the Volpe National Transportation Systems Center in 2005 in response to a congressional mandate to replace the previous profitability reporting system, which also failed to calculate avoidable costs. Amtrak created each of APT's 60,000 rules manually using "professional judgment," leaving it prone to human error and manipulation and failing to consider the effect of Amtrak's network functioning as a whole, according to Volpe. In response to a 2009 review by Amtrak's inspector general, the Federal Railroad Administration agreed a new avoidable-cost calculation methodology was needed, but the agency and Amtrak have yet to follow through. (TN)

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**WESTERN MARYLAND SCENIC RAILROAD** and Diversified Rail Services report that progress is continuing in the overhaul of Western Maryland 2-6-6-2 No. 1309. With boiler work complete, piping and appliances are being plumbed into their final place. Final installation of the locomotive's super heater has also been completed, and the repaired exhaust nozzle and draft appliances for the

compound engines have been installed in the smoke box. The high-pressure exhaust is the smaller diameter pipe that wraps around the low-pressure exhaust nozzle. Several key steam lines remain to be attached. Jacks and a beam are supporting the rear of No. 1309 while the trailing truck is prepared for reinstallation following machine work to true journal surfaces. The tender has also been filled to verify watertight integrity of the overhauled tender tank. Piping, delivery lines, and tender appliances are being tested prior to the tender being mated to the locomotive for the first time in more than two years. (TN)

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**IT'S BEEN A LONG PULL** — 18 years since Santa Fe Railway No. 2926 creaked and groaned out of an Albuquerque city park — but this week fire and steam again brought the behemoth Baldwin-built 4-8-4 to life. "That was our goal, 'Steam in 2018,' and we did it," says Chief Mechanical Officer Rick Kirby of the New Mexico Steam Locomotive and Railroad Historical Society. The last time No. 2926 felt an oil fire in its belly was in 1956 when the locomotive



retired at the age of 12 after a million miles of dual-service running. Out-shopped in 1944, the engine represented the apex of locomotive development as the Santa Fe began buying diesel power. For three days historical society crews nursed the fire checking appliances, plugs and with a roar blowing out the steam tubes. On Tuesday, boiler pressure topped out at 260 psi, short of its operating pressure of 300 psi but enough to claim victory in a preliminary round leading to operational status. (TN)

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**THE NEW OWNER** of the White Pass & Yukon Route Railway says it is looking to expand its locomotive fleet to meet the railroad's increasing ridership demands. On Aug. 1, Carnival Corp. owners of Carnival Cruise Lines and Holland

America Princess Alaska Tours, completed its purchase of the White Pass & Yukon. Railroad President Bob Berto tells Trains News Wire that the company's immediate focus is continuing the safe operation of the railroad and maintaining its historic character. The 3-foot gauge White Pass & Yukon links Skagway with Whitehorse, Yukon Territory, and was completed in 1900. The sale also included all of the railroad's port facilities in Skagway. In June, when the sale was first announced, Carnival officials said they planned to invest in the port area to ensure that Skagway could handle larger cruise ships in the future. But Berto says those investments will spread to the railroad as well. "We are currently undergoing the process of evaluating our entire fleet of locomotives. This will take some time and we are committed to making sure we can continue to operate our legacy locomotives in a safe, reliable and efficient manner," he says. "At the same time, we are soliciting proposals to see what the industry can provide us in terms of options to grow our fleet. The anticipated growth of passengers arriving to Skagway is driving the need to evaluate and improve our operations model. We are looking forward to seeing what is proposed and how additional engines will integrate into our fleet. We are committed to providing the capital to grow our business but are going to do it with the history and heritage of White Pass in mind," Berto adds. Berto tells Trains News Wire it's "still too early" to provide additional details on what the expanded



fleet might look like. The White Pass & Yukon's fleet includes 20 diesels, 69 restored and replica passenger coaches, and two Baldwin steam locomotives: 2-8-0 No. 69 built in 1907 and 2-8-2 No. 73 constructed in 1947. (TN)

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**I ENJOYED THESE ARTICLES** in this month's RR magazines and can suggest them to you:

## JULY

### TRAINS

River vs Coal Mine=Railroad Disaster  
ViewlinerVision

In My Own Words

Machinist recalls Canadian Confederation Train

How to Make PTC Work

A Vision for Amtrak's New Dining Cars

### RAILROAD MODEL CRAFTSMAN

Improving Brass Steam

### MODEL RAILROADER

DCC Corner

Keep locomotives running with a stay alive

Product Reviews

Iowa Scaled Engineering ProtoThrottle

## AUGUST

### TRAINS

Silence is Golden

Amtrak's "Quiet Car" experience

Hunter's CP Legacy

Seeking the "Empire Builder"

### RAILROAD MODEL CRAFTSMAN

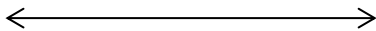
Invisible Water Towers

The North Eastern Railroad

### MODEL RAILROADER

Two Decks of Lumber Action

How to Paint and Install a Plaster Rock Casting



News sources: Boston Globe, Boston Herald,  
Amtrak "News", Trains Newswire, Railway Age,  
Railpace Newsmagazine, RRE "Callboy", "The  
470", Patriot Ledger, Wall Street Journal, Hingham  
Journal, Palmer Journal-Register.

## MEMBER NEWS

**Rick Sutton** is recovering from his back operation and has returned home and seems in good spirits. The back pain has gone, so it sounds like the operation was a success. He tires easily and has to get his strength back. You can do it, Rick...look forward to seeing you at the Club soon!

## BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations:

Jack Foley..... 13<sup>th</sup>  
Rick Sutton..... 21<sup>st</sup>  
Roy Colella..... 18<sup>th</sup>

## EDITOR'S NOTES

1. Thanks to Jim and Alice South for another great "Pool Party and Cookout" last month. 16 members partook of a perfect summer day and great food and company. The pool was so refreshing, after all the heat we've had this summer. After eating, pictures were shown on the "big screen" taken by Kevin Linagen of his activities on the Fore River RR, at the G&U RR and in Newport on the Newport & Narragansett Bay RR. Then a selection of 75+ year-old black & whites, taken by George Corey of Gardner of the local railroads; lots of steam!
2. "Dining for a Cause" at the 99 Restaurant on August 1<sup>st</sup> was a success and fun, too. There were at least 15 members and friends, who showed up, some with their spouses, and partook of delicious food in a nice place. Chip Mullen had loaned one of his dioramas to us, so we had a nice display at the front of the restaurant. Thanks to Bryan Miller for assisting in "pressing" flyers into the hands of the general public. Our friend at the bar, Toni, made a special effort on our behalf, to make sure we were recognized as a worthy organization to support.
3. Hope everyone has a safe and great Labor Day weekend and hope to see everyone back at the Club for fall activities!

..... *David N. Clinton*

"One who forgives an affront fosters friendship, but one who dwells on disputes will alienate a friend."

Proverbs 17:9



## **RUNNING EXTRA**

Letter: Chicago Tribune, June 29, 2018

# **Has Amtrak lost its way?**

For 47 years, Amtrak has understood the importance of being a national system. While it's spent most of its resources on the busy Washington-Boston Northeast Corridor, it also operates several long-distance routes, which often serve places with few public transportation alternatives.

But Richard Anderson, formerly of Delta Air Lines, who was appointed Amtrak CEO last July, clearly wants to kill off the long-distance trains. He complains that few passengers ride them end-to-end, as if passengers riding, say, from Chicago to Albuquerque, or even Naperville to Los Angeles don't count. Anderson seems to have no plans to replace or even rebuild the double-deck Superliner equipment used on most western long-haul routes.

Anderson's first target is the Chicago-Los Angeles Southwest Chief, successor to the Santa Fe Super Chief. If promoted, it could be an Amtrak success story. Former Amtrak CEO Joseph Boardman, who negotiated with Kansas, Colorado, and New Mexico, along with railroad officials, to maintain the route, said the Chief is the “first — but not last — long-distance train to target for cutting.” Anderson has reneged on this predecessors' promise to make a \$3 million co-payment to keep the line open. He now proposes to bus passengers between Dodge City and Albuquerque — the most scenic part of the trip. It's the first step in killing the service outright.

It's time for Anderson to step down, and for Amtrak to reaffirm the “national” in its official name, the National Railroad Passenger Corporation.

— *Stephen Wylder, Elkhart, Ind.*

**Americans need passenger rail that serves entire nation — not just the East and West coasts**

(The Hill, Larry Willis 7/3/2018)

Amtrak, America's national passenger rail service, was created to do what freight railroads could not: Provide reliable and efficient passenger rail services to communities and people across this country. Yet, since it was created nearly half a century ago, Amtrak has never received full funding from Congress.

Data from four years of polling show that regardless of political affiliation or geographic location, Americans want more Amtrak service and are willing to pay for it. Amtrak also regularly breaks its own ridership records, with 31.7 million passenger trips in 2017. To be clear, support is not limited to the Northeast Corridor. Americans across the country want passenger rail services, including more long-distance trains — and for good reason.

While those in the DMV may see Amtrak as just another transportation choice in a wide portfolio of options, in small and rural communities across the country, Amtrak is often the only public transportation option available. In places like Montana, Kansas, Arkansas, Louisiana and Texas, Amtrak's long-distance routes act as a critical link to city centers, educational opportunities, friends, family, and other segments of our transportation system. What's more, the jobs this carrier and its long-distance routes provide are reliable, pay living wages, and support families and local communities.

These factors explain why, when Congress considered Amtrak's current authorization in 2015, lawmakers debated and ultimately rejected efforts to eliminate long-distance service. Annual efforts to cut funding for long-distance routes routinely fail. Our elected leaders understand that this country and its people need a passenger rail system that serves the entire nation, not just the East and West Coasts.

While right-wing think tanks and anti-government ideologues have always criticized Amtrak's long-distance routes, questions are now being raised about whether or not Amtrak itself supports a national system. In the spring of this year, Amtrak announced it would lay off ticket agents and close ticket counters in dozens of communities across the country, citing a drop in in-person ticket sales. The problem? Ticket agents do more than just sell

tickets. They help elderly and disabled customers board trains, assist with luggage, and act as Amtrak's public face. What's more, this move does a grave disservice to many of Amtrak's customers who are not familiar with or are simply unable to buy tickets online.

The carrier also announced the elimination of dining-car service on some of its most popular long-distance trains, the Capitol Limited and Lake Shore Limited, both of which service the East Coast. Now, instead of being able to enjoy freshly made entrees on the train, customers' choices are limited to a handful of premade breakfast and lunch options.

Finally, by threatening to renege on a \$3 million match toward a federal grant, Amtrak has jeopardized one of its top-performing long-distance routes, the Southwest Chief, which makes 31 stops between Chicago and Los Angeles. Fortunately, members of Congress from both sides of the aisle are pushing back and fighting to save this crucial transportation link.

Taken together, these moves make long-distance routes less appealing to Amtrak's customer base and call into question the company's commitment to its national system. Further clouding the situation is the fact that Amtrak has made these drastic changes in the dark, without input from the public, stakeholders or lawmakers.

With strong ridership numbers, national popularity, and service that helps drive local economic growth, Amtrak's long-distance routes need to be supported. Amtrak must commit to fighting for the national passenger rail system so many Americans have come to know and rely on.

Larry Willis is president of the Transportation Trades Department, AFL-CIO, whose 32 member unions represent transportation workers, including Amtrak employees.

COMMENTARY **HJ 7-5-18**

## Positive changes for South Shore commuter rail

By Richard Prone

At long last, the MBTA is making a genuine effort to make weekend rail service more affordable. In a pilot program running from June 9 through September 2, the T will offer a \$10 weekend pass which will give riders unlimited travel over its entire 350-mile commuter rail system for just \$10. The pass will be good from the first train Saturday morning until the last one Sunday night. Two children under 12 can ride free with each adult, meaning a mother can bring two kids to the Children's Museum for ten bucks, or a family of six can visit the Aquarium for \$20. Riders can buy their tickets on the train or purchase them at South Station. Also, effective August 1,

parking rates will be adjusted on the Kingston/Plymouth, Greenbush, and Middleboro/Lakeville lines. The \$4 weekend daily rate will be reduced to \$2 at all stations system wide. Additionally, weekday rates will be halved to \$2 at many stations, including Plymouth, Halifax, and South Weymouth on the Kingston/Plymouth line. On the Greenbush line, weekday rates will be cut to \$2 at Greenbush, Cohasset, and Nantasket junction stations. The only exception is East Weymouth, which will be raised to \$6. On the Middleboro/Lakeville line, Montello and Campello stations will also have their weekday rates cut to \$2. This is not a pilot program, so the rates should be in effect for quite a while beginning on August 1. Lastly, area legislators, public

officials, and citizen activists have been urging the T to add later South Station departures so residents can utilize commuter rail for evening entertainment in Boston. The trains would depart South Station between 11:20 and 11:40 p.m. seven nights a week. Currently, the last departures leave far too early, between 10 and 10:55 p.m. There is no denying the MBTA is trying to attract more off-peak and weekend riders. Hopefully, the \$10 weekend pass will survive the pilot program and become permanent. See you on the train!

The writer is a retired 40-year locomotive engineer for Amtrak, Conrail, and Commuter rail. He currently serves as Duxbury's Representative to the MBTA Advisory Board.

EDITED FROM MASSLIVE.COM, JULY 16, 2018

## Springfield unveils restored Grand Central benches at Union Station

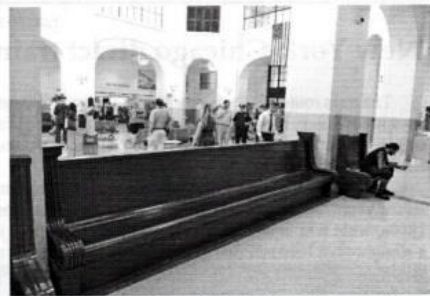
By Peter Goonan

SPRINGFIELD, Mass. - Memories became a reality on July 16 as local officials and visitors at Union Station celebrated the unveiling in the main concourse of two restored historic wooden benches on indefinite loan from Grand Central Terminal in New York City.

U.S. Rep. Richard Neal, D-Springfield, who worked out an agreement to bring the benches to Union Station from New York, and Mayor Domenic J. Sarno were among the dignitaries and station visitors taking part in the unveiling ceremony. "The restoration is a work of art," Neal said. "What I think is noteworthy in terms of irony is the term 'Grand Central Terminal' - terminal means the end. But these benches, it's part of the beginning and the rebirth of our Union Station here in Springfield."

Under the arrangement, Springfield paid for all costs including the restoration and move of the benches. The two benches, owned by Metro North Commuter Railroad Co., of New York, measure 15 1/2 feet long by 5 feet wide.

Sarno thanked Neal for his "stick-to-it-iveness" in bringing the two doublesided benches to the Springfield station after the congressman discovered them in storage in New York.



One of the restored Grand Central benches now at Union Station in Springfield, MA. (MassLive)



A detail of one of two refurbished New York Grand Central Terminal benches.

Between 30 and 40 historic wooden benches disappeared from Union Station during the early phase of the \$95 million station restoration project, apparently stolen or somehow lost. Their disappearance remains unsolved.

Sarno said that it "might seem like a simple little part, but having these nostalgic benches back here at Union Station" brings back memories of the station when it served thousands of people traveling by rail to far distances and to and from wars.

Union Station reopened in June 2017. It had been closed since 1974. Springfield paid \$25,000 to have the antique oak benches stripped, repaired and refinished by Peter Fiordalice of John Carlo Woodworking in Westfield.

"Little things do mean a lot," Sarno said. "Even though this is a multi-million dollar project ... having these benches restored and brought back here sends a tremendous message to memories of thousands of people who sat on these benches (in) Grand Central or emulating them here in Union Station."

Neal said the benches are a reminder of how important Union Station is to east-west and north-south rail "and the fact it has made an extraordinary comeback coupled with the fact these benches are very tasteful."

Fiordalice said the benches were stripped down to the original wood, and he added new rosettes, a new base, and new caps. His company also restored a surviving Union Street bench, dividing it into four parts as part of the seating at Union Station.

"I love history," Fiordalice said, adding that he was honored to do the bench restoration project. "Personally, I believe we should honor the past."

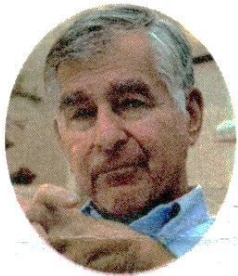
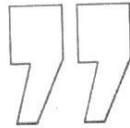
[Contributed by Jeff Cohn & Bayard Cutcliffe]





**THE ARGUMENT**

**Should the state build the North South Rail Link?**



**Yes**

**MICHAEL S. DUKAKIS**  
Former governor,  
Brookline resident

In 1914, a special state commission strongly recommended that the Commonwealth unify its regional rail system by connecting North and South stations by rail.

We are still waiting. And it's not for lack of trying. Our original plan for the Big Dig included a double rail line down the middle of the tunnel that would have finally connected the two stations. Unfortunately, it was rejected by the Reagan administration, which was no fan of rail and transit.

Bill Weld, who succeeded me as governor, picked up the ball and with the help of Ted Kennedy and Senator George Mitchell of Maine did extensive planning and engineering work on the project. In fact, the T already had built a similar project in extending the Red Line from Harvard to Alewife when I was governor. Total cost in current dollars was \$1.6 billion.



**No**

**WILLIAM STRAUS**  
State representative,  
Mattapoisett Democrat

Every transportation mega-project comes down to two questions: Is the project useful for transportation AND can we afford it? The North South Rail Link, a tunnel up to 195 feet under Boston, fails on both counts. The rail link is something that neither improves our transportation system, nor comes at a price we can afford.

The rail link has never looked like a good transportation fix; it requires the construction of a 3-mile tunnel starting north of the Charles proceeding under the downtown below other train lines and the Big Dig, eventually resurfacing about a mile south of South Station. I believe there is zero prospect of money from Washington for this tunnel.

With the rail link, most riders would have to change trains anyway, but now would have to encounter banks of escalators to return

In the meantime, as any local motorist can tell you, Boston and eastern Massachusetts are choking on their own traffic, and the situation is only going to worsen. Traffic on the Southeast Expressway at 5 p.m. is now averaging 10.6 miles an hour. In three years it will be 6 miles an hour, and in three more years it will be 3 miles an hour — unless we do something, and fast.

That something is the North South Rail Link, which would finally do what that special commission in 1914 urged: connect Boston's two railroad stations; unify the state's regional rail system; take thousands of cars off the road; and eliminate the one gap in the Northeast Corridor between Portland and Washington, D.C.

Unfortunately, we have just been presented by the Massachusetts Department of Transportation with a consultant's report that tells us the link will cost between \$12 billion and \$20 billion. MassDOT ought to toss the report in the wastebasket and start again. The cost numbers are obviously absurd. Projects like the rail link are being built all over the world at a cost of between \$1 billion and \$3 billion.

Fortunately, the Legislature already has voted the funds to resume serious environmental impact and engineering studies for the North South Rail Link.

The governor should order those studies to begin immediately.

to the surface. Also, the required track alignment for the rail link needs a new underground North Station to be built away from the Garden and south of Causeway Street — Celtics and Bruins fans please take note.

In 1991, the state Environmental Secretary found: "The rail link would not provide any real service improvement or ease of travel for the vast majority of rail commuters."

This project has not improved with age. Last winter proved that new levels of flooding are a fact of life for Boston. It makes no sense to add a new flood hazard in the middle of what would become the central rail connection for all trains entering Boston.

In May, Harvard University released an analysis by 45 engineering students evaluating the rail link in terms of improving ridership, operational efficiency, capacity, air quality, and redevelopment. In every category they concluded transportation alternatives to the project worked better.

On cost, the latest state evaluation confirms that this is a multibillion dollar project. Rail link supporters want a four-track tunnel, which means a cost of over \$20 billion. That is simply unaffordable if we are going to undertake any other projects to improve our state's transportation system.

Studies with a lower number of billions for the rail link still signal a project just as unaffordable. It's time to move on.



# One more try for the K4s

New effort will focus on restoration of Pennsylvania Railroad 4-6-2 No. 1361

**After an on-again, off-again** road to operation that has lasted nearly 30 years, Pennsylvania Railroad K4s No. 1361 may finally find salvation.

The 100-year-old official state locomotive of Pennsylvania needs a new welded boiler and its driving axles must be converted to roller bearings, noted railway preservationist Bennett Levin told members of the Pennsylvania Railroad Technical & Historical Society gathered in May 2018 in the famed shop town of Altoona, Pa. Levin said a survey of the boiler shows that it should be replaced.

Levin said the 4-6-2 will be restored to pull a replica 1940s and 1950s PRR passenger train of six P70 coaches and B60 baggage cars that will tour short lines and tourist railroads of the Keystone State as an educational tool.

He said the restoration effort will be privately funded and that no additional government money will be involved.

He called the current operating environment for historic equipment “fragile.” A special train to Altoona of private cars behind Levin’s Pennsylvania Railroad E8s was cancelled after Amtrak said it would no longer handle charter trains.

Levin has worked tirelessly for railway preservation projects nationwide for years, with much of the work in obscurity. The PRR holds a special place for him. “This is going to be my last hurrah,” Levin said. “We need to solve the problem” of the disassembled and unrestored PRR K4s.

No. 1361 was on display on Horseshoe Curve from 1957 to 1985 when it was restored to operation over a two-year span. An axle problem sidelined the engine in 1988, and it was partially restored at Steamtown before that effort was abandoned and the boiler moved to the East Broad Top shops in Orbisonia, Pa. The boiler was returned to Altoona and a crew has been working on components over the last year.

The K4s, a 1914 design, worked until the end of PRR steam operations in 1957; for three decades it was the road’s primary passenger power. The railroad’s Juniata Shops at Altoona built most of the 425 K4s engines, except for 75 made by Baldwin.

Today, only two of the type survive, Nos. 1361 and 3750, at the Railroad Museum of Pennsylvania in Strasburg. — *Jim Wrinn*

## // WATCHING WASHINGTON

*Railway Age July 2018*

### Amtrak: A Marx Brothers Revival

**W**hen everybody owns something, nobody accepts accountability or responsibility. Such is the circumstance of Amtrak, a near-50-year-old orphan wandering in a public policy wilderness, dependent on grudgingly provided public assistance often provided with conditions and objectives so conflicted as to suggest a Marx Brothers comedy.

Although created as a “for-profit” corporation, Amtrak instead has absorbed some \$41 billion in federal subsidies since its creation in 1971. In 1978, the policy deceit evident, Congress redirected Amtrak to be “operated and managed” as if it were a for-profit corporation.

An obedient Amtrak Board of Directors subsequently told Congress that Amtrak was on a “glide path” to operating self-sufficiency—but was contradicted by the Department of Transportation’s (DOT) Inspector General (IG), who identified growing losses and debt that had tripled.

Amtrak’s own IG, who reports to Amtrak’s board and lacks the independence afforded the DOT IG, who is nominated by the President and confirmed by the Senate, was silent. Similarly, it was the U.S. General Accountability Office that revealed allegations that the railroad’s chief engineer awarded a neighbor \$2 million in “personal services consultant” fees. The Washington Post exposed a possible engineering flaw involving *Acela Express* trainsets.

Shockingly, Amtrak’s internal controls remain scandalous two decades later, even though its IG has a \$23 million budget. In

2016, Amtrak’s top cop resigned, following the awarding of a contract to a consultant with whom the police chief cohabitated.

Recently, Amtrak replaced full-service dining cars with cold-served meals-in-a-box following a 2015 congressional directive to cease subsidizing food service—but Amtrak and its IG still ignore a 1997 congressional instruction to outsource food and beverage service to more-efficient private vendors.

As Amtrak does not use Generally Accepted Accounting Principles (GAAP), its financial reports are suspected as dodgy. Amtrak asserts its long-distance trains lose \$500 million annually, yet they utilize infrastructure owned, maintained and renewed by host freight railroads to whom Amtrak pays relatively low user fees. Foggy is how Amtrak assigns joint and common costs among its diverse lines of business.

On the Northeast Corridor (NEC), Amtrak brags of dominating the air/rail market, ignoring bus operators that increasingly poach Amtrak passengers by offering lower fares, more frequent departures and competitive trip times.

Now simmering is Amtrak’s threat to annul long-distance trains hosted by freight railroads on routes where Positive Train Control (PTC) is not fully operational by a statutory installation interim deadline of Dec. 31. Critics allege an Amtrak ruse, as time-honored Federal Aviation Administration risk assessment procedures and FRA safety protocols govern non-PTC-compliant routes. Moreover, Amtrak makes no threat to halt service on the Amtrak-owned, dispatched and heavily congested NEC, where numerous segments are non-PTC-compliant.

What Amtrak President David Gunn lamented in 2005 remains spot-on: America lacks “a coherent plan for intercity passenger rail.” The current political climate chokes consensus-building on multi-modal infrastructure investments and is particularly unfriendly toward Amtrak. A recent Senate-confirmed addition to the Amtrak board is a former Republican congressman who twice voted to defund Amtrak.

There are private-sector alternatives that may bridge the philosophical gulf. For example, the NEC—owned by Amtrak

“REFORM REQUIRES  
TRANSPARENT  
CONGRESSIONAL  
INVOLVEMENT.”

under a 900-year, no interest, no-principal-payment mortgage—could be separated from Amtrak, which would become a train operating company, with NEC access opened for private sector competition.

One such proposal awaiting congressional hearings is AIRNet-21, whereby a private-sector management organization would lease the NEC and self-finance expansion and renewal, earning a profit through commercial development and assessment of statutorily established and federally regulated market-based user charges on passenger and commuter train operators.

Also, Congress could jump-start, perhaps with a tax incentive, a so-far unused provision of the 2015 Fixing America’s Surface Transportation (FAST) Act permitting private-sector operation of up to three Amtrak long-distance routes—a provision Amtrak allegedly is seeking to thwart by squeezing access to Chicago Union Station (Watching Washington, June 2018).

Amtrak reform requires unrelenting and transparent congressional involvement, not perpetuation of a status quo suggestive of the slumbering hotel management indifferent to malfeasance and misfeasance in the Marx Brothers slapstick comedy, *The Cocoanuts*. ■

#### AMTRAK CLAIMS L-D TRAINS

LOSE \$500  
MILLION  
ANNUALLY



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